

THE ST JOHNS REVIEW

Published Every Friday

BY MARKER & BYERLEE.

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FRIDAY, FEBRUARY 28, 1908.

The defective sewer in blocks 39 and 40 St. Johns addition came up for attention at last weeks meeting. It looks to a man up a tree that if the sewer that is defective belongs to the city it should be repaired at once, and if to private parties the council would have the power to compel the owners to either repair it or take it up entirely. It should not take a month to settle a little thing like that.

We think it high time for some one to show their hand in the matter of candidates for the coming city election. So far as this paper is concerned no one need be afraid to hand in his name as a candidate for we are not owned, controlled or abetted by any party class or faction. We do not believe in classes or factions, but do believe in the best man for the place and that is the policy we shall follow regardless of party. If we think a man is not the man for the office because there is a better one obtainable we shall say so although the man we discard may be the best friend we have in the world, and when we advocate a man for a position it is because we think he is the best stick of timber available for the place. We wish this to be remembered.

That fire bell has claimed more or less attention of the council the past six months and is no nearer solution than it was at the first. The facts are that the city has an old out of date worthless fire bell that would make about as much noise upon a first class tower as your wife's dishpan with one of your own lusty urchins hammering on it. To put it on a tower would be just like throwing that good good money into the Willamette and if it is done, before a year the citizens will be cursing the block-heads who did the job. To a chump like us it would seem the part of good business to sell the old thing for the most that could be realized, buy a first class McChane bell and put it up on a good steel tower. If this is done it will be a thing of beauty and a joy forever.

F. M. Parsons at the meeting of the good government league last week expressed the sentiment, we think, of every thoughtful laboring man in the city. He said that he was in favor of this dock at the foot of Philadelphia street, in fact he wanted a mile of docks in front of St. Johns. He said that the city would not be worth a dime until we had the docks. He said also that he was one of the poor men who was paying for his home on the installment plan, but the few dollars that these bonds would add to his taxes would be no burden to him. The fact is that there will not be a lot in the city that will not be enhanced in value many times the dollar or two of taxes that will be added by the bond. Every working man should vote for these bonds, because what he may have to pay one or two dollars more on his little home in taxes the heavy property owner will have to pay many times as much benefit. It will stimulate the transfer of real estate by causing the heaviest holders to dispose of some of their holdings at an advanced price.

Calling attention to the communication of Brother Metkelejohn would say that we most heartily endorse his thought that if the pool rooms, saloons, bowling alleys and skating rinks are not good for our boys and girls on Sunday they are not good any day and should be shut up, and we think that is a fact, as do all who have made it a study and care at all for the welfare of the young; but his reasoning on restrictions should be placed upon such institutions is false logic. Reasoning on the same line one would say that we should make no law against a man leaving a dead carcass to rot upon his own land, to keep filthy quarters about his premises in the city, or to do hundreds of other things which annoy or injure his neighbor, because it would thus abridge his liberty to do as he pleases with his own. We have neither the time, space nor inclination to enter into a religious discussion as to the status of the sabbath observance, nor do we think any good would come of it if we had. Convince a man against his will and he is of the same opinion still. But when it comes to laws regulating doubtful or pernicious amusements we have plenty of room for a free discussion of these subjects.

Watch St. Johns grow this year.

J. E. COLVIN, President and Treasurer

HARRY COLVIN, Vice President

VICTOR CARLSON, Manager and Secretary

CARLSON & COMPANY

(Incorporated)

DEALERS IN CARPETS AND FURNITURE

BE WISE

AND LET US FURNISH YOUR HOME

Advertisement for Dressers, Morris Chairs, Chiffoniers, and Our Rockers with prices.

Linoleum Rugs Carpets Matting

SATURDAY SPECIAL

Adjustable Pin—Portland price \$2.85 Our special price \$2.25. Stationary Pin—Portland price \$2.25 Our price \$1.50.

WATCH US GROW WITH ST. JOHNS

304 NORTH JERSEY STREET

We wish to call the attention of our readers to the query of S. C. Cook elsewhere in this issue. We believe St. Johns should have a man set apart by the county court to assess the property of St. Johns who is familiar with it, who knows the value of the same, some one who will give us a square deal. One way Brother Cook can prevent the assessor doubling the valuation of his property every time he puts on a new coat of paint is to vote for the new tax law. This is one good feature of that law. Under the present regime a man is fined every time he makes an improvement on his property, and we would rather fine the man who owns property than he does not improve.

Ex-Gov. Fletcher March 3. Governor Fletcher will address the citizens of St. Johns on the subject of "Good Government," in Bickner's hall Tuesday evening, March 3. The ladies are especially invited and they should not miss this opportunity to hear the governor, for he is distinctly a ladies' man and they will be sure to hear something good about themselves.

Contractors Take Notice. We wish to call special attention to the fact that the contractors building on Tacoma, Philadelphia and Polk streets must have their bids in before 4 o'clock p. m. Tuesday of next week and for Burlington street a week later. Don't be slow and then blame us.

\$550.00 Snap. 50x100, close in, good 3 room shack, wood shed and outbuildings; water; foundation for 7 room house and lumber on ground. H. G. Ogden, Review office.

Wheelbarrow. Lost or taken from 129 So. Stafford street. At time taken was painted red, square box bed, slightly split off or broken in front, iron wheel. Liberal reward for information leading to recovery. J. S. McKinney.

Lost or Strayed. English setter answering to the name "Jock", Sunday evening. Is blue and white spotted. Leave at this office and get reward.

Lost. Deed conveying two lots in Myrtle Park addition from Millhollan to Ernest Elliott. Finder please leave at this office. Mary Elliott.

Recent operations on the peninsula near St. Johns is causing inquiries for investments here. If you have anything to sell at reasonable figures it will be to your interest to let me know. H. G. Ogden, St. Johns.

Anent the Ferry Boat. In view of the malicious and calumnious reports that have appeared in the Oregon Journal concerning the ferry boat, I feel constrained on my own behalf, and on behalf of my client, the St. Johns Transportation company, owner of the boat, to make a true report of the situation so far as the city is interested.

About a month ago, some of the merchants of St. Johns came to me as secretary of the Commercial club and complained that they were unable to procure trade of the farmers on the west side of the river on account of their having to pay to cross the river and asked me to bring before the club the question of the city purchasing the ferry boat and having the county operate it free to the public. I accordingly mailed notices to the members of the club stating that the question of voting bonds for the erection of city docks and purchasing the ferry, among other things, would be considered at the next meeting and urged a large attendance. At the next meeting, the question was brought up by one of the members of the club, and it was the opinion of all members present that the city should own the boat and that it should be operated free to the public, whereupon, by resolution, I was instructed to draft a petition to the city council, requesting it to solicit a price from the owners of the boat, and if satisfactory, to submit the proposition to the electors of the city in the April election. I drafted the petition according to instructions, and was appointed by the Chair to act as one of the committee in circulating it for signatures, which I declined, stating that I was attorney for the St. Johns Transportation company, and did not desire to take any part in it, as some one would be sure to say that I was looking after the interest of the Transportation company. I have never asked a single person in St. Johns to vote for the purchase of the boat, or in any way advocated the purchase of it by the city, directly or indirectly, and I am informed and believe that not one of the directors or stockholders of the St. Johns Transportation company ever have.

When the first article came out in the Journal, I called at the office of Geo. M. Trowbridge, city editor, and told him in justice to my client I thought he ought to get the facts and modify his statement. He asked me how much the owners actually paid for the boat. I told him I did not know, but knew they had considerable money invested in it, and considering the work done on it by Peterson Brothers & Smith personally, I did not think they would realize very much on their investment should they sell it to the city at the price quoted—\$18,097.75. The following

day Mr. Trowbridge called me up by telephone, said he had collected far more damaging facts concerning the inferiority of the boat and the tactics of Peterson Brothers & Smith and myself in trying to dump it on to the city than had been previously reported. His demeanor was such as to cause me to believe that he was really going to ask me over the telephone to pay him a sum of money or have the St. Johns Transportation company take out an enormous advertising contract with the Journal, or he would let loose a report that would ruin all of us forever, but he was not quite so coarse as I anticipated; he did not ask for any hush money direct, but the next morning very early, E. E. Merges, one of Bilyeu & Hirstel's attorneys, called me up and asked me to come to his office. I told him I was busy and if he wanted to see me he would have to come to my office. He then stated that he understood the St. Johns Transportation company was trying to sell the ferry boat, which his clients participated in building; that the newspapers had some damaging information and could block the sale to the city, but if we would pay him \$693.15, which is the amount of a fictitious claim for extras Hirstel claims to have furnished the boat, these reports would be suppressed, otherwise they would reach the public and the sale would surely be blocked. I informed him that the St. Johns Transportation company was making no effort to sell the boat to the city and there was no reason why we should be blackmailed into paying him anything—to give the Journal all the leprosy dope that his mind could originate. He remarked: "Then take the consequences."

I submitted the Journal the following statement in reply to their first article: "George M. Trowbridge, Editor of the Oregon Journal: Referring to your request for a statement of the cost of the St. Johns ferry, James John, owned by the St. Johns Transportation company. We do not feel that the owner of the boat is obligated to announce promiscuously or otherwise, the amount it paid for the boat and equipment. The present commercial value is reckoned at \$18,097.75 made up as follows: (Here recited the various items.) The St. Johns Transportation company is willing to sell the boat to the city of St. Johns for the sum above mentioned on condition that it be operated as a free ferry. If the electors of St. Johns desire the boat at the price quoted, well and good, if not, they certainly do not have to take it. The St. Johns Transportation Co. is a solvent corporation, perfectly satisfied with its investment, and is not only willing but anxious to operate the boat during the term of its franchise and on the conditions imposed by the franchise. The

boat is not at this time for sale except on condition that it be operated free to the public. Not one of the stockholders or directors of the St. Johns Transportation Co. will ask a single voter of St. Johns to vote for the purchase of the boat. We have no desire now to have you retract the erroneous statement made in your issue of the 18th, but for the sake of your paper, we are sorry that your reporter allowed himself to be so grossly misguided by some idle and disgruntled politicians. The entire statement is so palpably false that the article is regarded by the intelligent class of people on the peninsula, who are in position to know anything about the boat, as simply "bosh." Soon after Merges' blackmail offer was communicated, I reported it to the Journal, stating that I thought it good matter to go along upon me as a probable candidate for the office of city attorney and for extorting money from the St. Johns Transportation company and embarrassing them in its litigation. I ask the public if the St. Johns Transportation company haven't a right to place a price on its private property? and to connect me, if they can, with any design to induce the city to purchase its property. George J. Perkins, Council for St. Johns Transportation Co.

Smith's suit against Bilyeu & Hirstel was thrown out of court is false. It has not been heard. Hirstel is known to have recently visited the office of a man in St. Johns, who has more than a common interest in the election of a city attorney in April, which together with the facts that I have been personally connected with the transaction in so many ways, and always referred to as "heretofore a candidate for the office of the city attorney," Hirstel's attorney offering to suppress damaging publications for a money consideration and the absolute falsity of practically the entire report, readily convinces the unprejudiced mind that this malicious gossip was instigated and circulated through the joint effort of designing politicians and unscrupulous contractors, with hearts blacker than the dungeons of hell, for the purpose of reflecting upon me as a probable candidate for the office of city attorney and for extorting money from the St. Johns Transportation company and embarrassing them in its litigation. I ask the public if the St. Johns Transportation company haven't a right to place a price on its private property? and to connect me, if they can, with any design to induce the city to purchase its property. George J. Perkins, Council for St. Johns Transportation Co.

Sealed proposals will be received by the undersigned at his office in the City Hall at St. Johns, Oregon, until Tuesday, March 10, 1908, at two o'clock p. m. for sale at not less than par value and accrued interest of Improvement Bonds of the City of St. Johns, Oregon, (the same being issued by authority of Ordinance No. 132) for the whole or any part of three thousand, two hundred, seventy-nine and 11/100 (\$3,279.11) dollars. Said bonds will be issued in denominations of \$500 each, payable ten years from date, and subject to all the conditions imposed, directed and stipulated by what is known as "The Hancock Bonding Act," under which Act, as amended said bonds are issued to him by said Court. All persons having claims against said estate are hereby notified and required to present them under oath, with proper vouchers therefor attached, within six months from the date of this notice, to the undersigned at the office of my attorney, room 9, Bredean building, 253 1-2 Washington street, in the City of Portland, Multnomah County, State of Oregon. The date of the first publication of this notice is February 28, 1908. CHARLES F. BAILEY, Administrator of the estate of Charles M. Bailey, deceased.

Sealed proposals will be received at the office of the Recorder of the City of St. Johns, Oregon, until March 3, 1908, at 4 o'clock p. m. for the improvement of Polk street from Willamette Boulevard to the north line of St. Johns Heights addition in the manner provided by Ordinance No. 161, subject to the provisions of the charter and ordinances of the City of St. Johns, and the plans, specifications and estimates of the city engineer on file. Bids must be strictly in accordance with printed blanks which will be furnished on application at the office of the Recorder of the City of St. Johns, and said improvements must be completed on or before sixty days from the last publication of notice for proposals for said work. No proposals or bids will be considered unless accompanied by a certified check payable to the order of the Mayor of the City of St. Johns, certified by a responsible bank, for an amount equal to ten per cent of the aggregate proposals. The right to reject any and all bids is hereby reserved. By order of the City Council. A. M. ESSON, Recorder of the City of St. Johns. Published in the St. Johns Review Feb. 14, 21 and 28, 1908.

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NOTICE OF Special Election

Notice is hereby given that, pursuant to the provisions of Ordinance No. 163 of the city of St. Johns, Oregon, passed and approved February 17th, 1908, and published February 17th, 1908, and the general laws of the state of Oregon, a special election will be held in said city of St. Johns and the territory herein after described which it is proposed to annex to said city of St. Johns, on Monday the 6th day of April, 1908, for the purpose of adopting or rejecting the proposal to alter the boundaries of the municipal corporation of the said city of St. Johns and include in, and annex to the said city of St. Johns new territory, which said alteration of the said boundaries of the new territory so proposed to be included in and annexed to the said city of St. Johns is described as follows:

"Beginning at the northeast corner of section one (1), T. 5, one (1) N., one (1) W. Will. Mer. thence east to the center of the main channel of the Columbia Slough, thence easterly following the center of the main channel to a point on the east line of the Portland and Seattle R. R. right of way thence south westerly along said line to the intersection of the northeasterly line of the four and 1-2 acre tract of land owned by Portland and Seattle Ry. company, thence southeasterly along said line to the most easterly corner thereof, thence southeasterly along the easterly line of said tract to a point 150 feet north from the north line of the county road known as the Columbia Slough road, thence westerly along the present Portland city boundary parallel with and 150 feet northeasterly from the north line of said county road to a point which is intersected by a northeasterly extension in a straight course of the north boundary line of Tp. one (1) N., one (1) W. thence east along said extension and said line to the O. R. & N. R. R. right of way, thence easterly along the northeasterly line of said right of way to a point which is intersected by the north boundary of Tp. one (1) N., one (1) W. on the north line of the northeast 1-4 of section one (1), thence east to place of beginning."

The electors of said city of St. Johns and the territory so proposed to be included in and annexed to the said city are hereby invited to vote upon such proposition by placing upon their ballots the words "I am for" or "I am against annexation," or words equivalent thereto.

The following have been designated by said ordinance as polling places for said special election: For the first ward of the said city of St. Johns, at No. 209 Burlington street. For the second ward of the city of St. Johns, at the city hall. For the territory so proposed to be included in and annexed to the said city of St. Johns, at and in the basement of new school building in North St. Johns, block 21, Holbrook addl.

The following judges and clerks of such special election have been duly and legally appointed and designated by the council of said city of St. Johns, viz: Judges for the first ward of the city of St. Johns: John Poff, Marion Johnson, O. R. Downs. Clerks for the first ward of the city of St. Johns: L. H. Chambers, O. E. Learned. Judges for the second ward of the city of St. Johns: L. B. Chipman, N. A. Gee, J. S. Lowrey. Clerks for the second ward of the city of St. Johns: Charles Bailey, Frank Horsman. Judges for the territory so proposed to be annexed: A. Wymore, — Hayner, Harvey Smith. Clerks for the territory so proposed to be annexed: J. C. Walton, C. E. Wheeler.

Polls open at nine (9) o'clock in the forenoon, and close at seven (7) o'clock in the afternoon of said day. By order of the council of the city of St. Johns, Oregon. A. M. ESSON, Recorder of the city of St. Johns, Oregon.

Published in the St. Johns Review, St. Johns, Oregon, Feb. 21, 28, March 6, 13, 20, 27, and April 3, 1908.

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Bitgood & Cole Cash Meat Market.

To the People of St. Johns: We have purchased the Star Meat Market, located at 205 S. Jersey St., and will keep constantly on hand all kinds of fresh meats, also smoked and salt meats, fish and poultry. The public is cordially invited to call and inspect our stock and get our prices. Don't go to Portland unless you have to.

Bitgood & Cole

Bring in your job printing.